

THORNYCROFT

JOHN I. THORNYCROFT & CO., LIMITED.

SHIPBUILDERS AND ENGINEERS.

LONDON, SOUTHAMPTON AND BIRMINGHAM.

Shanghai Office: 10, Kiukiang Road.

15 B.H.P. 30 B.H.P. 50 B.H.P. Engines

in Stock

For quotation apply—

SHANGHAI OFFICE.

TENNIS TOURNAMENT SEASON

TENNIS SHOES



A reliable English made Tennis Shoe with either Canvas, Buckskin or Tan Calf uppers and best Red Rubber soles. Specially made for us to withstand climatic conditions and hard wear. All sizes in stock. Price from \$9.50 per pair.

SWEATERS—SHIRTS—SOCKS—BELTS—SCARVES

MACKINTOSH & CO. LTD.

MEN'S WEAR SPECIALISTS

Alexandra Building
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Telephone 39

HONGKONG HOTEL CO., LTD.

MOTOR COACH SERVICE.

A SPECIAL HALF HOUR SERVICE COMMENCING AT 2 P.M.

WILL BE RUN ON SUNDAY THE 26TH INST.

BETWEEN

HONGKONG HOTEL AND REPULSE BAY.

LAST COACH LEAVE HONGKONG HOTEL AT 5 P.M.

LAST COACH LEAVE REPULSE BAY AT 6 P.M.

FARE \$1.00 EACH WAY.



Obtainable From

LANE, CRAWFORD & CO.

HONGKONG CIGAR STORE

TABAQUERIA FILIPINA

BRITISH CHINA TOBACCO STORE

AND

A. S. WATSON & CO., LTD.

ALSO

PICCADILLY

SIR CHARLES ADDIS IN PEKING.

FULL REPORT OF A NOTABLE SPEECH.

We have already published a telegraphic summary of the notable speech delivered by Sir Charles Addis at the banquet given in his honour at Peking by the Chinese Bankers' Association and the Peking Chamber of Commerce, but we have no doubt many of our readers will welcome the opportunity of reading the full text of the speech which is now to hand by mail.

In his address Sir Charles said: I am sensible of the honour you have done me in the evening to meet the Chinese Bankers Association and the Chinese Chamber of Commerce. On Monday night I had the pleasure of speaking in this room to representatives of the Young China Party, Chinese students who had been educated abroad, and I am glad that my last public words in Peking—I am leaving on Saturday—should be addressed to members of my own profession. I regard the juxtaposition of these two bodies on the eve of my departure from China as a happy augury.

THE ARTICULATE PORTION OF CHINA.

For it is the men of ideas and the men of affairs, the intellectuals and the men with a stake in the country who are the representative of China, and in them and their agreement upon a common policy are to be sought the elements of an effective, a united and a stable government. I have never felt any sympathy with those who are for ever cavilling at the young Chinese students who have been educated abroad, and I am glad that my last public words in Peking—I am leaving on Saturday—should be addressed to members of my own profession. I regard the juxtaposition of these two bodies on the eve of my departure from China as a happy augury.

The indifference of the peasant population is not peculiar to China. It is characteristic in a greater or less degree, of every agricultural country. It is also true that there is no more potent force in the world than the force of an idea, and that, historically, the greatest reforms have been the work of a small and devoted minority. I am not disposed to cavil, therefore, at Young China for being a minority. The ferment of political ideas is a sign of life, and even the present confusion, deplorable though it be, has in it more hope than would have a state of political apathy. There are the growing signs of adolescence. The first effects of education are nearly always disagreeable to other people. That is because it generally begins with censure. It is only when it is complete, as Negel says, that is seen the positive in everything.

THE TRANSITION STAGE.

Young Chinese are now passing through the transition stage and they need all the sympathy and encouragement they are entitled to expect from those who are older and, presumably, wiser than they, and especially from experienced and practised men of affairs like yourselves. I am not likely to be suspected of belittling the value of Western education. It is a necessary first step towards reforms. There is obviously no use giving a man a vote unless you teach him how to use it. But we must not ask of Western education more than it has to give. Education by itself is not going to solve the problem of China.

I spoke a moment ago of the intellectuals and the men of affairs as the bases of society on which it ought to be possible to build up a sane and sound public opinion, without which even an effective Government in these democratic days is unable to act. The antithesis, however, is not so sharp as my expression of it.

The two are constantly overlapping and to my mind one of the most hopeful features of the present day in China is the manner in which the ranks of industry and finance are being increasingly recruited from men who have received western education. This in itself will exert a unifying influence on public opinion, and by bringing them into contact with the realities of the market place, help to temper and steady the generous, but sometimes rash impulses of those ardent spirits who in political matters would fair run before they have learned to walk. He would be a poor Chinese patriot who did not deplore the present political division of his country, and a foolish one who believed it could be solved by a political formula. Reforms good in themselves, may be positively noxious if prematurely introduced or pushed too fast in advance of public opinion.

RESULTS OF AN INADEQUATE ATTEMPT AT UNITY.

An inadequate attempt at unity, it has been noted, is apt to produce a particularly large amount of conflict. Education has a part to play in healing the unhappy division of China, but the unity which every sensible patriot desires will not come until public opinion is ripe for it, and that will not be until the intellectual and the business men have joined hands.

CHANGES IN CHINA.

Among many changes in China there is none more remarkable than the recent increase in the number and importance of native joint stock banks and their co-operation in regard to finance. This movement is regarded with the highest satisfaction in the West where we have long felt that the administrative finance of China should be provided by the people of China themselves.

Constructive finance, on the other hand, is for the present beyond the powers of the Chinese banks, but even here the political, social and economic advantages of a further development of railways, for example, are so many, so great, and above all so unifying politically, that I venture to suggest for your consideration whether it might not be expedient even at some sacrifice of individual interests to form a Chinese Banking Group to join or co-operate with the Foreign Consortium in raising, until China is able to do so for herself, the large amount of capital required.

CHINESE GOVERNMENT'S CREDIT IN FOREIGN MARKETS.

In hope I may be pardoned for recalling with what a trust is a legitimate sense of pride that under the old régime the bank with which I have been so long connected, the Hongkong and Shanghai Bank, achieved what was then considered the remarkable feat of issuing a 5 per cent. Chinese Railway Loan at an issue price of 100. That is to say the credit of the Chinese Government in the foreign markets of Europe had been raised not so many years ago to a basis of five per cent. Contrast that with the position of Chinese credit to-day, and consider the enormous saving to China involved in making use of foreign credit.

What are the objections? Is the fact that the Consortium is a combination of banks one of them? I would say, quite frankly, upon this point that while competition is a vital element in ordinary operations of trade and banking, there are transactions in the field of government finance in present conditions in China where combination of interests has to be resorted to, and that, since it tends to unity financial strength in dealing with problems of great complexity and wide dimensions.

The complexity and magnitude of these problems of public finance led many years ago to the grouping of the foreign banks of countries principally interested in the trade and development of China. This grouping together of interests has admittedly its disadvantages. It limits freedom of action on the part of all concerned and presents the difficulty of having to adjust and harmonize, as far as possible, divergent aims and points of view. On the other hand, its advantages outweigh these objections.

SAFEGUARD AGAINST RECKLESS BORROWING.

It prevents, to a considerable extent, imprudent transactions, and offers a safeguard against reckless borrowing for public purposes. It is because those in authority in China, in recent years, have not availed themselves of this safeguard that the finances of the government are in their present position of difficulty.

To find a solution of these financial difficulties is the problem of the moment, and while the foreign Consortium stands ready to co-operate with Chinese banks in devising a means of dealing with this problem, we feel that the principal present aim of the Consortium must be to assist in finding capital for productive purposes, especially railway construction.

It must, however, be recognised that if foreign and Chinese capital is to be attracted to this field of investment the investor must first be satisfied that he will receive his interest on due dates, and the ultimate return of his capital. He looks to the bank, or group of banks, from which he will buy bonds to protect his interests in this respect, and it is the moral obligation of such banks to safeguard his position. Hence we get the frequently expressed distortion of the truth that the conditions of loan agreements are arbitrary or onerous, while, in point of fact, they are—if handled by responsible parties—no more than the circumstances of the case demand.

EFFECTIVE DEGREE OF FOREIGN SUPERVISION.

Since all experience of such public transactions in China has shown that an effective degree of foreign supervision is indispensable, because you have not yet evolved a satisfactory system of control of public expenditure, it appears to me that the time has come for a frank exchange of views upon this important point.

At the same time I wish to make it clear that these measures are merely temporary and will be relaxed as soon as it is found possible to do so. No-one would be better pleased than ourselves when China is in a position to satisfy the foreign investor that she is able to control the expenditure of her public loans in such a way as to afford an adequate degree of security.

UNIFICATION OF THE RAILWAY SYSTEM.

There is only one other point on which I wish to say a word. In my judgment the unification of the railway system in China would be an important step towards co-ordinating and consolidating the security which China has to offer for further borrowings, but in this matter we have no intention of pressing the point in advance of Chinese public opinion, and, pending the general acceptance of this ideal, we are prepared to consider any enterprise on its own merits.

CHINA'S TREMENDOUS POSSIBILITIES.

I leave China with a profound impression of the tremendous possibilities which, as never before, are opening up to this wonderful country, with its unrivalled and largely undeveloped resources, its virile and sober population, its capacity, for local self-government, its traditions of law and order, its high standard of rectitude. It is my earnest hope that the counsels of prudence and moderation may prevail, and that out of unhappy divisions healed and old feuds forgotten, there will arise a united China, to fulfil these possibilities, and to assist the nations among the nations to which she is called by her inherent greatness. (Prolonged Applause.)

FIEUZAL GLASSES.

Out of doors there is nothing so restful and comfortable for the eyes as the light reflected from green fields and trees, the absorption of the ultra-violet and orange rays by the chlorophyll of the leaves; hence the introduction of Fieuzal Glass, yellowish green in colour, which is produced in several shades, and lenses made of this may be worn as a protection by over-sensitive eyes where it is desirable to tone down excessive light and glare.

Fieuzal lenses of any prescription in either regular or Toric forms are manufactured by the Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, 53, Queen's Road Central—ADVL [602]

AFTER THE RACES

Most people Need to

ECONOMISE

You can do this by purchasing your

CIGARS & CIGARETTES

The TABAQUERIA FILIPINA who have just reduced their prices as follow—

MANILA CIGARS		USUAL PRICE.	SALE PRICE.
Albambra			
Fredictos	25	\$9.50	\$8.00
Blue Ribbon Twisters	25	7.75	7.00
Red	25	5.50	4.75
Gold	25	3.50	3.00
La Perla Del Oriente			
Bicos Comerciantes	10	3.00	2.60
Compania General	25	7.50	6.50
Vegueros Especiales	25	10.75	9.00
Southern Bride			
Excelentes	25	5.35	4.25
La Matilde			
Reina Victoria	100	8.00	6.00
Perfectos	25	3.50	3.25
EGYPTIAN CIGARETTES			
Melachrino			
No. 5	100	4.00	3.25
No. 8	100	2.85	2.40
D. G. Georgacopoulos			
Chephren	100	5.50	4.50
Menu	100	3.25	2.50
Cleopatra	100	2.35	2.25
Felah	100	2.60	2.00
Red Stone & Co.			
Tarama Large size	100	4.50	3.75
Small	100	4.00	3.25
VIRGINIA CIGARETTES			
Tobacco Products Corp.			
Sunset 888 Small size	50	0.75	0.65
Large	50	0.90	0.80
Roy	50	0.75	0.50
State Express			
"999" Cigarettes	50	1.50	1.25
De Luxe	50	1.50	1.25
Carreras, Ltd.			
Craven "A"	50	1.00	0.90
Black Cat	50	0.70	0.60
Alexander Boguslavsky			
Turk Derby size	50	0.85	0.70
Cope, Bros.			
Kenilworth	50	0.90	0.80
R. J. Lea			
Chairman	50	0.85	0.65

TABAQUERIA FILIPINA,
38, QUEEN'S ROAD CENTRAL.

ENGINEERS OF CHINA LIMITED

A Group of British Manufacturers Co-operating together to maintain both in China and Britain efficient sales offices as MANUFACTURERS REPRESENTATIVES.

Amongst the Chief Co-operators there are the following firms:—

- ASHWELLS NESBITT Ltd. Pumps & Heating Apparatus.
- ALLEN M. & Sons Ltd. Centrifugal Pumps etc.
- ARNOTT W. & Co. Lancashire & Cornish Boilers.
- ALLEN EVERITT SONS & Co. Ltd. Brass & Copper Tubes, Muntz Metal Tubes, Sheets, Plates, Ferrules etc.
- BLACKLOCK & MACARTHUR Ltd. Paints, Oils, Varnishes, Compo, etc.
- CAMPBELL & ISHERWOOD Ltd. Marine & Small Electric Lighting sets, Motors, Dynamos etc.
- DAVEY PAXMAN & Co. Ltd. Paxman Engines 20 to 2500 I.H.P. Economical Steam sets, Economic Boilers, Locomotive Boilers, Under type Engines, etc.
- DAVIS & COLMAN Ltd. Prismatic Glass, Optical Glass and Field Glasses, Gun Sights etc.
- ELLENBRAND DEVITT & MASREY Ltd. Wire Clothing.
- GREGSON & MONK Ltd. Weaving and Finishing Plant.
- HAIGHS (OLDHAM) Ltd. Machine Tools of every kind.
- HALL J. P. & SONS Ltd. Service, Feed, Ballast & Oil Pumps.
- HARVEY G. A. (LONDON) Ltd. Down Pipes, Perforated Sheets, etc.
- IRA MILLER & Co. Ltd. Small wares, Tools.
- LIGHTFOOT REFRIGERATOR Co. Ltd. Refrigerator Plant.
- MAY & PADMORE Ltd. Builders Brass Foundry.
- MARSH BROS. Co. Ltd. High Sp. ed OYU Steels, 13 per cent. 14 per cent. and lower. Hack Saw Blades and Hack Saw Sheets, Music Wire, Cold Rolled strip, Files, Mining Steel.
- LION FOUNDRY Co. Ltd. Radiators, Boilers, Baths & Cast Iron work generally.
- MANLOVE ALLIOTT & Co. Ltd. Oil Expression Plants, Sterilizing Plant and Disinfecting Plant.
- OUTRAM, C. W. & Co. Ltd. Porcelain Sanitary Ware, etc.
- PEGLER BROS & Co. Ltd. Steam and Water Fittings.
- HIGHARDS, H. & Co. (TILES) Ltd. Ceramic, Glazed, Mosaic Tiles, etc.
- SMITH J. & Co. Ltd. Bedsteads and their Tubes and components.
- SWITCHGEAR & COWANS Ltd. Switchgear of all kinds.
- TULLIS J. & Sons Ltd. Leathers, Beltings, Laces, Roller Hides.
- WALLS & STEVENS Ltd. Steam Road Rollers, Tractors etc.
- YOUNG B. & Co. Ltd. Acids, Disinfectants, Lysol, Cresote etc.

SALE OFFICE: No. 20, Des Vaux Road Central, Hongkong.
HEAD OFFICE: No. 23, Chao Yang Men, Peking. T. A. Moorehead.
LONDON OFFICE: No. 23, Victoria Street S.W.1.
And at Shanghai, Canton, Tientsin and Mukden.

SOUTH CHINA REPRESENTATIVES

BOILE CHRISTIANSEN, ESQ., CANTON

T. A. BOILE, CANTON.

A. J. MOORE-BENNETT,

Chairman.

INTIMATIONS

ANNUAL NAVAL CONTRACTS.

SEALED tenders are invited for the following Contracts, viz:—
Supply of Timber, Timber Materials and Spars
Upholstery Work
Dyeing and Dry Cleaning Work
Repairing Clocks and Stop Watches
Supply and Repair of Bamboo Sunblinds.
The contracts commence on the 1st April, 1922, and expire on 31st March 1923.
Forms of tender may be obtained on application to the Naval Store Officer, H. M. Naval Yard.
Tenders will be received at the Commodore's Office until noon on Wednesday 8th March 1922.
The right is reserved of rejecting all or any tenders and of accepting any portion of a tender.
H. G. LOYD,
Naval Store Officer.

PUBLIC AUCTION

The undersigned have received instructions to sell by Public Auction, on **TUESDAY, WEDNESDAY and THURSDAY**, the 7th, 8th and 9th MARCH, 1922, at B. M. Naval Yard, Hongkong, and at Kowloon Naval Depot, commencing each day at 9.30 a.m. with an interval from 12 noon to 1.30 p.m.
OLD and SURPLUS NAVAL STORES,
etc., etc.

Like Bosta, Dingies, Whalers, Cables and Electrical Fittings, Electric Cable, Cooking Stoves, Ship's Fittings, Iron Boats, Mattresses and Fittings, Ice Chests, Steel Tanks, Life Rafts, Life Belts, Motors, Carpets, Rugs, Mats, Table Covers, Blankets, Canvas Hoses, Old Cordage, Canvas Bags, Old Iron, Brass, Copper, Lead, Gun Metal and Steel, Coal Sacks, Firewood, Iron, Wood and Gun Metal Blocks, Lamps, Searchlights, Gauges, Propellers, Fan Engines, Steel Tubes, Steel Wire Rope, Oil, Chain Cable, Compasses and Compass fittings, etc.

A quantity of Structural Steelwork sufficient for 3 complete sheds, 60 feet by 245 feet and sundry other steelwork, and rain water pipes, gutters, etc.

Lots may be inspected on Monday, the 6th March, 1922.
Also site of Old and Surplus Victualing Stores at Kowloon Naval Depot, on FRIDAY, 10th MARCH, commencing at 9.30 a.m.

Corned Beef, Tinned Rabbit, Salt Peas, Beans and Biscuits for cattle or poultry food, Serge, Flannel, etc., Remnants, Hammocks, Bedding and Sundries Articles of Clothing and Mess Gear.
Terms of Sale.—As set out in Catalogue.
HUGHES & BOUGH,
By Appointment Auctioneers to the Admiralty, Hongkong, February 24th, 1922. [386]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on **MONDAY, the 27th day of FEBRUARY, 1922, at 3 p.m.**, at the Office of the Public Works Department, by Order of His EXCELLENCY THE GOVERNOR, of one Lot of **CROWN LAND** at Coronation Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lots	Boundary Measurement	Contents	Annual Rental	Debt Free
1	100 ft. by 100 ft.	100 sq. ft.	25,000	270,000
2	100 ft. by 100 ft.	100 sq. ft.	25,000	270,000
3	100 ft. by 100 ft.	100 sq. ft.	25,000	270,000
4	100 ft. by 100 ft.	100 sq. ft.	25,000	270,000
5	100 ft. by 100 ft.	100 sq. ft.	25,000	270,000
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35	100 ft. by 100 ft.	100 sq. ft.	25,000	270,000
36	100 ft. by 100 ft.	100 sq. ft.	25,000	270,000
37	100 ft. by 100 ft.	100 sq. ft.	25,000	270,000
38	100 ft. by 100 ft.	100 sq. ft.	25,000	270,000
39	100 ft. by 100 ft.	100 sq. ft.	25,000	270,000
40	100 ft. by 100 ft.	100 sq. ft.	25,000	270,000
41	100 ft. by 100 ft.	100 sq. ft.	25,000	270,000
42	100 ft. by 100 ft.	100 sq. ft.	25,000	270,000
43	100 ft. by 100 ft.	100 sq. ft.	25,000	270,000
44	100 ft. by 100 ft.	100 sq. ft.	25,000	270,000
45	100 ft. by 100 ft.	100 sq. ft.	25,000	270,000
46	100 ft. by 100 ft.	100 sq. ft.	25,000	270,000
47	100 ft. by 100 ft.	100 sq. ft.	25,000	270,000
48	100 ft. by 100 ft.	100 sq. ft.	25,000	270,000
49	100 ft. by 100 ft.	100 sq. ft.	25,000	270,000
50	100 ft. by 100 ft.	100 sq. ft.	25,000	270,000
51	100 ft. by 100 ft.	100 sq. ft.	25,000	270,000
52	100 ft. by 100 ft.	100 sq. ft.	25,000	270,000
53	100 ft. by 100 ft.	100 sq. ft.	25,000	270,000
54	100 ft. by 100 ft.	100 sq. ft.	25,000	270,000
55	100 ft. by 100 ft.	100 sq. ft.	25,000	270,000
56	100 ft. by 100 ft.	100 sq. ft.	25,000	270,000
57	100 ft. by 100 ft.	100 sq. ft.	25,000	270,000
58	100 ft. by 100 ft.	100 sq. ft.	25,000	270,000
59	100 ft. by 100 ft.	100 sq. ft.	25,000	270,000
60	100 ft. by 100 ft.	100 sq. ft.	25,000	270,000
61	100 ft. by 100 ft.	100 sq. ft.	25,000	270,000
62	100 ft. by 100 ft.	100 sq. ft.	25,000	270,000
63	100 ft. by 100 ft.	100 sq. ft.	25,000	270,000
64	100 ft. by 100 ft.	100 sq. ft.	25,000	270,000
65	100 ft. by 100 ft.	100 sq. ft.	25,000	270,000
66	100 ft. by 100 ft.	100 sq. ft.	25,000	270,000
67	100 ft. by 100 ft.	100 sq. ft.	25,000	270,000
68	100 ft. by 100 ft.	100 sq. ft.	25,000	270,000
69	100 ft. by 100 ft.	100 sq. ft.	25,000	270,000
70	100 ft. by 100 ft.	100 sq. ft.	25,000	270,000
71	100 ft. by 100 ft.	100 sq. ft.	25,000	270,000
72	100 ft. by 100 ft.	100 sq. ft.	25,000	270,000
73	100 ft. by 100 ft.	100 sq. ft.	25,000	270,000
74	100 ft. by 100 ft.	100 sq. ft.	25,000	270,000
75	100 ft. by 100 ft.	100 sq. ft.	25,000	270,000

VETARZO

Child, bottle, other remedy, Dr. J. J. Leclerc's.

DR. LECLERC'S

Child, bottle, other remedy, Dr. J. J. Leclerc's.

Child, bottle, other remedy, Dr. J. J. Leclerc's.

Child, bottle, other remedy, Dr. J. J. Leclerc's.

DEATH OF SIR ELLIS KADOORIE.

LOSS OF A GENEROUS PUBLIC BENEFACTOR.

It came as a great shock to the community yesterday morning to learn that Sir Ellis Kadoorie had passed away, very suddenly, at 6 a.m. The absence of so familiar a figure from the annual race meeting caused it to be generally known that he was unwell. Down to a week ago he had appeared to be in the best of health. He had been a regular spectator of the early morning gallops of the ponies in training for the race meeting, and only on Saturday last he was present at the annual meeting of the shareholders of the Hongkong and Shanghai Bank. On the following day he complained of being feverish, and he had since been under observation by his medical adviser. There had been no abatement of the fever, and it was intended that he should go into hospital. The end came very unexpectedly. Shortly before he expired Sir Ellis was making arrangements for running one or two of his ponies at to-day's race meeting. At six o'clock, when Mr. J. Gubbay was with him, he asked for a glass of water. After drinking it he turned over on his side to sleep, and a few moments later it was discovered that he was dead. Death was evidently due to heart failure.

Sir Ellis Kadoorie was born at Baghdad in 1863, and was only 58 years of age at the time of his death. He came to Hongkong in 1883, and engaged in business as a share and general broker. By his business acumen and enterprise he acquired in course of time a considerable fortune, and practically retired from business. A modest, open-hearted man, he spent money freely on philanthropic objects to an extent which only his most intimate friends knew. He was one of those men who loved to do good by stealth, and never desired that his benefactions should bring him fame. Yet there are several monuments to his generosity in the Colony and elsewhere in the East. Though he had not himself enjoyed the advantages of a good education, he recognised its value and importance and became the founder of what is known as the Ellis Kadoorie School Society, which many years ago founded one large school in Hongkong, another at Honan (Canton), and one at Shanghai. The Ellis Kadoorie School in Hongkong was presented by its founder to the Government a few years ago, but the others continue to be carried on by the Ellis Kadoorie School Society. Another of Sir Ellis Kadoorie's benefactions to the Colony was the provision of the school for Indians which bears his name. He also made a substantial contribution to the endowment fund of the Hongkong University. It was in recognition of his valuable services to education that His Majesty the King conferred upon him the honour of knighthood in 1917. The Helena May Institute for Women was also built by him, and he had undertaken to defray the cost of the extension which is at present being made to that building. He has frequently spoken of this as being a benefaction which had given him the greatest satisfaction. Though of the Jewish persuasion, his generosity frequently extended to benevolent activities under Christian auspices, and his benefactions were not confined to local charities. London hospitals are known to have received from him generous answers to public appeals for funds.

Sir Ellis Kadoorie enjoyed the respect and esteem of all men—Europeans and Chinese alike, and his loss will be greatly felt. He was a Justice of the Peace of the Colony, a member of the Hongkong and Shanghai Clubs, as well as of the Jockey Clubs of the two ports, and a Director of the Hongkong Hotel Co., Ltd. He never married, but has a brother who is prominent in the commercial life of Shanghai, and several cousins in London.

CABLES.

LATEST CABLES.
(THROUGH BUREAU'S AGENCY.)AMBASSADOR'S RECALL
SOUGHT.MR. HARVEY'S RECENT SPEECH
IN LONDON.

WASHINGTON, February 24th.

In the House of Representatives the Republican, Mr. Ryan, of New York introduced a resolution for the recall of Mr. Harvey, Ambassador at London, proposing a Congressional investigation of alleged statements by Mr. Harvey at a dinner to Mr. Balfour on his return from Washington and with regard to the United States' motives on entering the war. He declares that Mr. Harvey is a "proponent of England's aims and ambitions rather than those of the country he is supposed to represent."

SOUTH AFRICAN LABOUR
TROUBLES.GOVERNMENT TO PROTECT PEACE-
FUL WORKERS.

JOHANNESBURG, February 24th.

A heavy explosion of dynamite on the main railway line, near Doornfontein station, resulted in a slight displacement of the line.

CAPE TOWN, February 24th.

In the House of Assembly, the Prime Minister, General Smuts, denied a rumour that the Government is calling out armed forces to deal with the commande movement, but he said that the position had recently become more dangerous and the Government was increasing the police force to protect peaceful workers.

DEATH OF VISCOUNT
HARCOURT.

LONDON, February 24th.

The death is announced of Viscount Harcourt.

(The late Viscount Harcourt, who was 59 years of age, was the eldest son of the Sir William Harcourt and was formerly M.P. for the Rosendale Division of Lancashire.)

PRINCESS MARY'S WEDDING.
EMPIRE MARY'S SPLENDID GIFT.

LONDON, February 24th.

Over eight thousand sterling has so far been received by the organisers of the gift by the Marys of the Empire and it has been decided to ask Princess Mary to accept a fine rope of pearls reaching to the waist. Princess Mary is to give the larger part of the money to the Girl Guides movement enabling the provision of a training home and hospital camp.

RUSSIAN FAMINE RELIEF.
NO HELP FROM BRITISH
EXCHEQUER.

LONDON, February 24th.

In the House of Lords, replying to the Archbishop of Canterbury's appeal for a State contribution towards Russian famine relief, Lord Curzon said he had requested the Chancellor of the Exchequer for a grant, but he had not succeeded, Sir Robert Horne reminding him of the two million unemployed.

Baron Emmott announced that Sir Benjamin Robertson was willing to give his services in organising relief.

LOSS OF R-28.

DUE TO STRUCTURAL WEAKNESS
IN DESIGN.

LONDON, February 24th.

The report of the Inquiry into the loss of the R-28 attributes the accident to structural weakness in design.

EARLIER CABLES.

CHINA TEA TRADE.

EFFECT OF BRITAIN'S DIFFERENTIAL
DUTY.

LONDON, February 23rd.

The Chancellor of the Exchequer was faced with a long question in the House of Commons by Mr. Forrest, implying that the differential tea duty has ceased to have value, even from the viewpoint of revenue, and suggesting that the duty has gone far to ruin the China tea trade with Britain, thereby impeding the export of manufactured goods to China and asking whether the Indian and Ceylon Tea Associations have any objection to the removal of the differential rate.

Sir Robert Horne replied quoting the revenue from China tea during the past three years as £221,000, £276,000, and £228,000 respectively. He declared that he had not been informed regarding the ruinous effect of the duty, nor regarding the attitude of the Association mentioned.

LATEST CABLES.
BANQUE INDUSTRIELLE.
ADVANCES MADE BY THE
CONSORTIUM.

PARIS, February 24th.

M. Jean Noney's report, mentioned yesterday, shows that the banks forming the consortium had advanced two hundred and forty-four million francs for the re-floatation of the Banque to April 25th, 1921, receiving pledges valued at one hundred and forty-five millions. Three Deputies have requested the appointment of a commission of thirty-three members to enquire into responsibility in connection with the failure of the bank.

EARLIER CABLES.

GENERAL MANAGER ARRESTED.

PARIS, February 23rd.

M. Pernotte, general manager of the Banque Industrielle de Chine, has been arrested and conveyed to Sainte Prison.

CHARGE AGAINST M. PEINOTTE.

LATER.

M. Pernotte has been arrested in connection with a charge made by the Paris engineer to the Seine Tribunal regarding operations in connection with the issue last year of shares in the Chemical Products Company, the whole of which were taken up by the Banque Industrielle. The shares once rose to 450 per cent. premium, but subsequently relapsed.

GERMAN INDEMNITIES.

BRITAIN HAD NOT YET RECEIVED
A PENNY.

LONDON, February 23rd.

In the House of Commons, in answer to questions, Sir Robert Horne stated that Britain had not yet received a penny of indemnity from Germany. On the other hand, the cost of occupation of over a milliard gold marks had been repaid to the extent of 970 million.

FRENCH DISAPPOINTMENT.

PARIS, February 23rd.

Disappointment at Germany's default over the indemnity payments, on which France counted to finance the forthcoming Budget was freely voiced, in the Chamber when debating a special Vote of 131 milliard francs subsequently chargeable to Germany, the Minister of Finance explained that the sum would have to be secured by means of fresh loans. He regretted that Britain was more occupied with the resumption of trade than with reparations.

M. Poincaré outlined the difficulties of seizing German securities held abroad, owing to the involvement of neutral countries where the securities have been placed.

DEATH OF FAMOUS GERMAN.
AN ECHO OF THE AGADIR
INCIDENT.

BERLIN, February 23rd.

The death has occurred of Herr Reinhard Mannesmann, head of the Mannesmann Tube Works, whose activities in 1912 were one of the causes of the Franco-German trouble culminating in the Agadir incident.

GOVERNMENT AND
RETRENCHMENT.
WAR MINISTER'S ALTERNATIVE TO
GEDDES PROPOSAL.

LONDON, February 23rd.

In a speech at Chislehurst, Sir Worthington Evans (Minister for War) foreshadowed a reduction of the Army by 33,000 officers and men, involving the disbandment of twenty-four battalions of Infantry and forty-seven batteries of Artillery and the equivalent of five Cavalry regiments, with corresponding reductions in the higher staffs and auxiliary services, representing an economy of £16,500,000 compared with the Geddes recommendation of £20,000,000.

THE FOUR-POWER PACT.
FOREIGN RELATION COMMITTEE'S
RESERVATION.

WASHINGTON, February 23rd.

After conferring with the President, Senator Lodge submitted the Foreign Relations Committee's reservation to the four-power pact. It is understood to provide that nothing in the Treaty should be construed as committing the United States to exercise armed force without the Senate's consent.

The debate, which revealed both Republican and Democrat opposition, was adjourned till to-morrow.

GERMAN COMMERCIAL
MISSION TO RUSSIA.

BERLIN, February 23rd.

The League of German Industrialists has elected twelve of its most prominent members as delegates of the German commercial mission which is going to Moscow to study conditions in Russia.

GERMAN PATENTS IN U.S.

WASHINGTON, February 23rd.

The Senate has passed a resolution authorising President Harding to revive the German Patents Treaty.

DAVIS CUP CHALLENGES.

New York, February 23rd.

France, Czechoslovakia, and Italy have challenged for the Davis Cup.

THE IRISH TREATY.
DIFFICULTIES FROM THE
ARDFHEIS COMPROMISE.

LONDON, February 23rd.

The bargain approved by the Ardheis yesterday is regarded as indicating numerous formidable difficulties for the Provisional Government—not least the split in the Sinn Féin ranks, but merely checking its development pending the decisive battle of the polls.

Mr. de Valera, by postponement of the election, scored an important point, while Mr. Griffith and Mr. Collins secured temporary freedom from the danger of a snap vote in Dail Eireann where their majority is precarious, also from threats of mutinous sections of the republican army.

The future is regarded both in Dublin and in London with misgiving, as a prolongation of the existing uncertainty may have disastrous consequences.

DELEGATES INVITED TO LONDON.

LATER.

In the House of Commons, asked whether the Government intended to proceed with the Irish Free State Bill in view of the Ardheis decision, Mr. Churchill said that the Irish signatories to the Treaty had been invited to London for an early conference on the whole situation. Mr. Chamberlain said that the Government did not propose to take the Irish Treaty Bill on Monday. Asked whether it was intended to proceed with the Bill at all, Mr. Chamberlain declined to make a further statement before seeing the signatories.

INQUIRY INTO THE CLONES
SHOOTING.

Mr. Churchill announced that, with the concurrence of both the Irish Government, Mr. Justice McCardie has been appointed to conduct an enquiry into the Clones shooting on the 12th inst. He hoped the enquiry would begin early next week.

MR. BALFOUR EXPLAINS.
FRENCH NAVAL OFFICER'S
ARTICLE ON SUBMARINISM.

LONDON, February 23rd.

The much-discussed question of Lord Lonsdale's alleged misquotation at the Washington conference of an article by the French naval officer Capt. Casier on the subject of submarine warfare, semi-officially published in France, was brought up in the House of Commons.

Mr. Balfour, who regretted that the article had not been permitted to fall into oblivion, said that Capt. Casier's statement did not commit the French Government, but it was impossible to ignore the views of a high officer who approved of submarine warfare being directed to the destruction of merchant ships, and cargoes. It was such operations, which Capt. Casier proudly claimed were originally devised by French ingenuity, that the Governments of France, Italy, Japan, the United States and the British Empire at Washington unanimously declared grossly immoral and pronounced the perpetrators liable to punishment as pirates. (Cheers.)

DOUBLE TAXATION.
LEAGUE OF NATIONS APPOINTS
A COMMITTEE.

LONDON, February 23rd.

The Financial and Economic Committee of the League of Nations discussed the problem of double taxation and appointed a sub-committee consisting of Sir Josiah Stamp (Britain), Professor Soliman (America), Finand (Italy) and Bruins (Holland) to examine overlapping taxation systems in the different countries.

BIG AMERICAN FAILURE.
FORMER HIGH GOVERNMENT
OFFICIAL INVOLVED.

NEW YORK, February 23rd.

Federal receivers in bankruptcy have been appointed for the stockbroking firm of Kardos, Burke & Co., whose liabilities amount to \$1,500,000 against assets of \$100,000.

Mr. Burke was formerly Treasurer of the United States and three Governors of Northern Dakota.

FURTHER INDICTED.
OTHER CHARGES AGAINST TEX
RICKARD.

NEW YORK, February 23rd.

Tex Rickard (the boxing promoter, who stands charged with an offence against a young girl) has been further indicted, on a charge of abducting two girls, whose case led to the original arrest.

BIG U.S. TRADE-UNION
COMBINE.

CHICAGO, February 23rd.

A conference of representatives of two million coalminers, railwaymen, and longshoremen agreed to combine the forces of their seventeen unions with a view to effectively protecting union workers in wage struggles.

ITALY'S POLITICAL
DEADLOCK.GENOA CONFERENCE TO BE
POSTPONED.

LONDON, February 23rd.

The protracted political deadlock in Italy makes a postponement of the Genoa Conference certain. Signora Denicola, Bonomi and Orlando have successively declined to form a Cabinet.

The Government has notified the Powers that the Genoa Conference has been postponed owing to the continuation of the ministerial crisis.

SIR ERIC GEDDES RESIGNS.

LONDON, February 23rd.

Sir Eric Geddes has applied for the Children's Bill.

THE SEAMEN'S STRIKE.
SHIPOWNERS MAKE A
CONCESSION.
FURTHER INCREASE OFFERED.

There were further developments in the strike yesterday. The Tung Wah Hospital have received an intimation by the strikers that their services as interned inmates are no longer required and, last night, a committee of representatives of labour guilds was empowered by a mass meeting at the Chinese Engineers' Institute to act as between the Government, the shipowners and the strikers.

The shipowners' committee held a meeting yesterday afternoon at the request of the Government which asked them to consider the possibility of making further concessions to the seamen. Ultimately the meeting agreed to raise slightly the percentage scale of increase offered to the men.

NEW CHINESE COMMITTEE OF
MEDIATORS.

A meeting of representatives of 124 Chinese labour guilds was held at the Engineers' Institute, last night. The main business transacted was the appointment of a committee of 20, which was empowered to act on behalf of the various unions in the endeavour to bring about a settlement. The committee proposes to act between the Government, as to the reinstatement of the Seamen's Union; the shipowners, as to the possibility of further concessions; and the seamen, as to the likelihood of further reductions in their demands.

The idea of the seamen's present attitude may be gained from a statement by one of the labour representatives, that the seamen's delegation had just received a telegram from their headquarters instructing them to place a demand before the Government for the reinstatement of their Union within 24 hours; failing this the delegates were to close down discussion and return to Canton Northwith. The representative stated that this demand had been placed with the Secretary for Chinese Affairs at three o'clock that afternoon.

A NEW KIND OF INTIMIDATION.

INTERFERING WITH FOODSTUFFS.

For the past fortnight cases of intimidation have been scarce and no such cases have been brought before the Magistracy for some little time. But they seem to have broken out again. This time the cargo coolies appear to be at the bottom of the affair. Previously threats of intimidation were conveyed to coolies working cargoes on the wharves and on ships.

A new method now appears to have been adopted. Attempts are being made to prevent coolies from working trucks loaded with foodstuffs. At the Magistracy, yesterday, two such cases were mentioned. In the first case a coolie was sentenced by Mr. Lindsell to three months' imprisonment with hard labour for interfering with the transportation of foodstuffs on the Praya. It appears that the defendant stopped a coolie, who was wheeling a truck on the Praya. The truck was loaded with poultry for the Sailors' Home. The man ordered the coolie to carry the food by pole and to abandon the truck. The coolie appealed to a district watchman for assistance and the man was arrested.

Two other coolies were charged with a similar offence and with using abusive language. It was stated by the chief Chinese detective that he was patrolling the Praya yesterday at noon in company with another detective, when he noticed a truck wheeled by two coolies being surrounded by a crowd of Chinese, numbering about 20. The two defendants were taking an active part in the proceedings. The first defendant was heard to say "You cannot go with that truck; if you do you will have to take the consequences." The second defendant said the same thing. Directly the coolies saw the two detectives approach the cry of "Police" went up and the crowd scattered. The second defendant was caught after an exciting chase.

The first defendant stated that he only complained to the truck coolies about obstructing the Praya. The Magistrate: What business has that to do with you? To this query the defendant had no answer. The second defendant's excuse was of a different nature. He said that he simply joined in the crowd to prevent an altercation. He told the coolies collected round the truck: "You have clothes to wear, rice to eat, and why do you want to quarrel with others?"

The fear of intimidation was clearly shown by the two coolie witnesses. Both witnesses tried to assure the Magistrate that they were not afraid of coolies. The Magistrate (to first witness): Why did you think it necessary to unload the truck at the request of the coolies? Witness: I don't know. I cannot understand why I stopped.

The Magistrate: Was the truck theirs? I cannot say. Magistrate: Were you frightened?—I was not.

The second witness also said that he was not frightened. The Magistrate: If they had told you to jump into the harbour would you have done so?—Naturally I would not.

The Magistrate: Then why did you stop the truck?—I cannot say.

The Magistrate said it was quite clear from the evidence that the two coolies were interfered with. He was satisfied that there was a deliberate attempt at interference with the transportation of goods. It was a very serious matter to bring a case of this kind into Court. The defendants were fined \$100 with the option of four weeks' imprisonment, and three months' imprisonment in addition.

TRAGEDY ON THE PRAYA.
TEVEDORE SHOT AND CHINESE
SEAMAN ARRESTED.

Lawlessness and intimidation came to full fruition yesterday in murder. In broad daylight, on the Praya, a well-known comrade, who is reported to have been threatened by strikers, was deliberately shot dead. A Chinese seaman, who is alleged to have done the deed, has been arrested.

At twenty minutes past eleven yesterday morning, Mr. Leung Yik Tong, a familiar figure in Hongkong, assistant manager of Messrs. Jack A. Tai, stevedores—was travelling in his rickshaw along the Praya, on his way to Messrs. Butterfield & Swire's. Near the new Statue Pier, a man approached the rickshaw and shot Mr. Leung from behind. The wounded man fell out of the rickshaw to the ground.

The assailant, still holding the revolver, ran into Statue Square. Several people started in pursuit and others went to the help of the victim. The man rushed through the Square and as he passed Bank Gardens he hurled the revolver into the bushes there. Some one saw this and the weapon was quickly secured. The man ran on between the Theatre and the Hongkong and Shanghai Bank, followed by a crowd which was rapidly becoming larger and larger. The shouts of the crowd attracted the attention of Mr. Pereira, a clerk in the International Bank, and another man who were passing along the top of the street, in Queen's Road. Thinking that the man being pursued was a thief, they concealed themselves at the Bank corner. Mr. Pereira knocked the man down as he turned the corner into Queen's Road. The crowd was on him in a moment and the man was very roughly handled until the nearest police officers reached the scene and took charge.

STATEMENT BY THE ARRESTED
MAN.

The man made a statement before the police arrived. He said his name was Leung; he was curious enough the same name as that of the man who was shot, but it is not thought that there is any relationship between them. The runaway said he was an unemployed seaman, formerly a cook on the s.s. *Kwangghong*. He was dressed in a dark blue serge suit, the kind usually worn by Chinese seamen. He is of medium height and inferior physique; his age is probably between 30 and 35.

A resident, who saw the running man throw away a pistol, and was the means of its being recovered, states that the weapon was small, and of American pattern, holding five cartridges; four of the chambers were loaded and the fifth contained an expended cartridge. A few minutes after Mr. Leung had been shot, Dr. G. R. Black happened to be passing along the Praya in his car. He found that the victim was unconscious; there was no pulse. Above one eye was a slight contusion, evidently received in falling from the rickshaw. There was nothing to indicate that the man had sustained a shot wound. The perforation made by the shot was so small that it might easily escape attention and, in any case, it was at the back of the shoulder, and the man, of course, was on his back. The first impression, therefore, was that the shot had missed its mark and that the injured man was suffering from concussion due to a fall.

In a short time an ambulance, which had been called by telephone from a neighbouring office, reached the scene and Mr. Leung was taken to the Government Civil Hospital. He was then found to have sustained a small perforated wound at the back of the shoulder, was discovered and the results of the post-mortem examination will be known in due course.

THE VICTIM.

The deceased man was 39 years of age. He had been connected with the firm of Messrs. Jack A. Tai since its inception about 20 years ago. He is well-known in business circles amongst the European community.

A few days after the seamen's strike began there were disturbances outside the compradores and stevedores' shops in Commaunt Road Central, fomented by strikers who accused the services of contracting to supply crews of strike-breakers. It is thought that the murder of Mr. Leung may be the outcome of animosity then aroused.

There is some difference of opinion amongst bystanders as to whether more than one man was concerned in the attack. The whole incident was over so quickly and that party of the Praya is always so crowded, that it is difficult to be certain on the point. Some think there were two men, and the puller of the rickshaw is said to have given the number as four. The police would appear to think that other persons are implicated for they carried out several raids, yesterday afternoon and evening, on suspected premises.

ZAGHLUL SENT TO CYLON.

FIVE COLLEAGUES DEPORTED.

Zaghlul Pasha and five of his colleagues have been deported from Egypt to Ceylon. The five persons deported with Zaghlul Pasha are Fathallah Pasha, Barakat Atof Bey, Barakat Makram Obeid, Birnot Bey, Hanna, and Mstapha Bey of Nahia.

The Pasha and his friends appear to have been well satisfied with their treatment in the Suez transit camp. They were entertained at dinner on Christmas Day by the officers' mess, and their hosts gave up their own furniture for their convenience.

HONGKONG RAINFALL
DURING 1921.

The rainfall of 1921 appeared at one time likely to come very near to the highest on record. Owing, however, to the absence of late typhoons very little rain fell after the middle of September 27.33 inches, equal to 15 per cent. above the 33 years' average. Some heavy rains were experienced in the early part of the summer, 33.78 inches being recorded for May, the highest for that month since a great storm of 1839. On the 31st May registered; this has not occurred since 1882. The tables below give the rainfall as registered at the Royal Observatory Kowloon. Rain gauges in other parts of the Colony show a considerable variation of interest. The only gauge which shows a lower average fall than the Observatory is that at Taitum Tule, where the deficiency over a period of 13 years averages 2 per cent. At the Matild Hospital and above that of the Observatory. At Taitum it is 6, at the Public Gardens 9, and at Victoria Peak 14 per cent. above that of the Observatory. On the other side of the harbour, the Kowloon Reservoir shows a rainfall 4 per cent. above and the Tai Po gauge 18 per cent. above that at the Observatory.

RAINFALL AT KOWLOON OBSERVATORY.				
	1921.	Mean.	Max.	Min.
January	.19	1.29	8.43	.00
February	1.04	1.61	7.95	.00
March	4.51	2.77	11.49	.07
April	2.85	5.09	14.89	1.23
May	33.78	12.24	48.84	1.15
June	14.74	15.90	34.37	2.34
July	11.88	13.78	30.06	4.67
August	15.44	14.15	30.06	3.97
September	12.10	9.90	30.60	.63
October	.39	4.78	23.99	.01
November	.52	1.81	8.81	.01
December	.53	1.13	4.90	.00
Year	97.33	54.63	119.73	45.83.

YEARLY RAINFALL AT KOWLOON OBSERVATORY.				
1884	75.43	1903	93.65	
1885	108.92	1904	80.41	
1886	69.17	1905	70.55	
1887	69.29	1906	77.80	
1888	104.54	1907	85.55	
1889	119.73	1908	91.67	
1890	70.93	1909	75.73	
1891	117.12	1910	70.12	
1892	90.87	1911	90.55	
1893	90.93	1912	83.93	
1894	104.25	1913	83.73	
1895	45.83	1914	100.21	
1896	75.78	1915	78.03	
1897	100.03	1916	78.86	
1898	67.03	1917	81.49	
1899	72.69	1918	101.93	
1900	73.73	1919	78.14	
1901	65.78	1920	107.88	
1902	97.50	1921	97.33	

33 years average 54.63 inches.

HONGKONG VOLUNTEER DEFENCE
CORPS.ORDERS BY LIEUT.-COL. L. G. BIRD, D.S.O.,
ADMINISTRATIVE COMMANDANT.

PARADES.

Infantry Drill, Bayonet Fighting and Lewis Gun Instruction will take on Monday, February 27th, at Volunteer Headquarters, and Kowloon Docks on Friday, March 3rd, at 5.30 p.m. for trained men and recruits.

Dress: Plain clothes.

FIELD DAY.

A short Field Day will be held on Sunday, March 5th. Distance not exceeding 5 miles. Separate Orders will be issued later.

MUSKETRY.

Part 11 of the Annual Musketry Course will be fired by those members of the Artillery Company, Mounted Infantry Section and Nos. 1, 2, 3 and 6 Platoons who have not yet fired on Sunday, February 26th, at Stonecutters Range, commencing at 10 a.m.

A launch will leave Murray Pier at 9 a.m.

Dress: Drill order.

MACHINE-GUN SECTION.

Machine

WORLD THEATRE

Hongkong's Most Modern Picture Palace.
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TO-DAY 5.15 p.m. & 9.15 p.m.

LOUISE GLAUM IN SEX

By C. Gardner Sullivan Directed by Fred Niblo.
LUXURY SPLENDOR RICHES

TEMPTATION CONQUEST
REGENERATION

2.30 & 7.15 p.m. performances.

GEORGE B. SEITZ
in

"VELVET FINGERS"
Episodes, 10 & 11.

SUNDAY MATINEE 3 p.m. sharp.

LILA LEE
in

"THE SECRET GARDEN"

USUAL PRICES. BOOKING AT THE THEATRE.

Every
wise
woman

LOOKS UPON MOTHER
SEIGEL'S SYRUP AS
HER BEST FRIEND!

Nearly every woman has her "bad days"—days when she is tormented by splitting headaches, when she is irritable and nervous, or bilious and dizzy, when she feels heavy and listless, or so dispirited that only "a good cry" will save her from a breakdown. Whenever you feel like that, be assured that your stomach and liver are out of order. They have lost tone and strength, and are therefore unable to do their work thoroughly and efficiently. Headaches, bilious attacks, constipation, nervousness, languor and low spirits are usually caused by stomach and liver disorders and are banished and prevented by the herbal tonic, Mother Seigel's Syrup. Rid yourself of headaches, biliousness, constipation, flatulence, acidity, and keep yourself fit and well by taking the herbal remedy.

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SHAKEN CREEDS AND HERESY.

THE REV. H. D. A. MAJOR'S
OXFORD SERMON.

The Rev. H. D. A. Major, Principal of Ripon Hall, Oxford, against whom allegations of heresy have been made by the Rev. C. E. Douglas, a priest in the diocese of Southwark, preached the Assize sermon at the Church of St. Mary-the-Virgin, Oxford, the University Church, on January 15th, in response to an invitation from the Vice-Chancellor of the University.

Mr. Major based his address on the text: "Yet once more I shake not the earth only but the heavens also" (Epistle to the Hebrews). He said that the history of religion knew much of these shakings of the heavens, for they had heralded the great advances in the religious evolution of mankind. Like the writer of the Epistle to the Hebrews, we in this generation knew something of such a shaking, for a notable one had occurred in our own times. Candid examination would show that many of the doctrines which John Keble in 1833, his auditors and contemporaries regarded as essential to the human faith have then been so sadly shaken that hardly any cultured Englishmen could believe them today. A new science, a new history, a new psychology, had been the agents in that shaking, but the vera causa was the creative spirit of God.

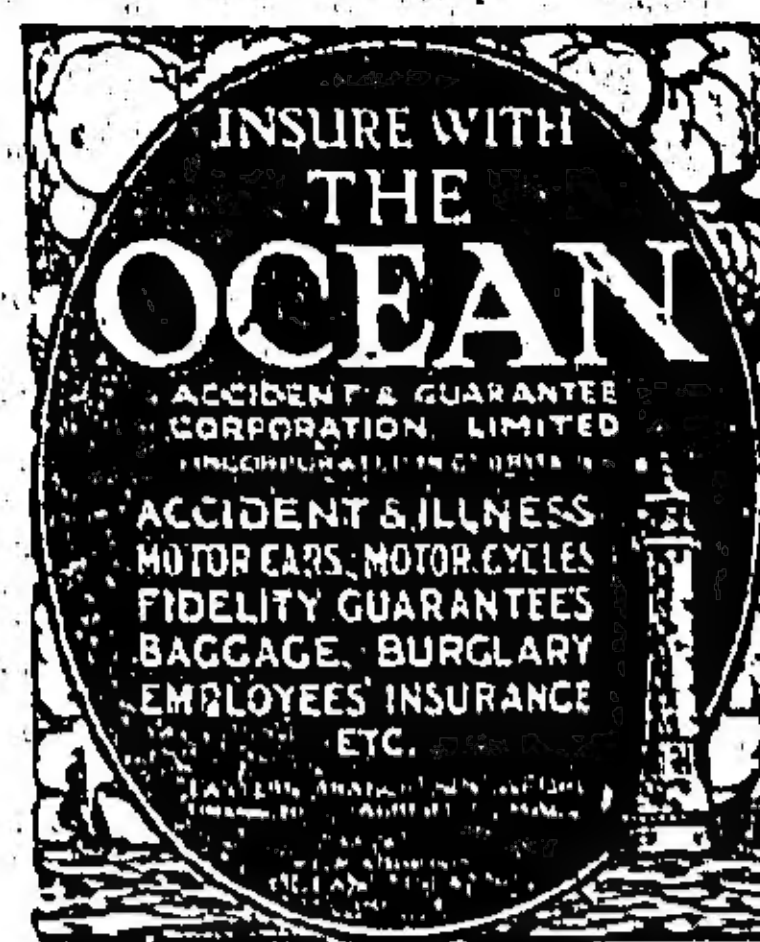
The effect of this shaking," said Mr. Major, "has been to make some people very sick and very sad. Others it has startled and infuriated. Others it has filled with hope. Some affirmed that as the result of this shaking of the heavens it is evident that there is no longer any God, and that all religion, the best and the worst alike, is a figment of the imagination; a narcotic for the doping of humanity, or an invention of self-seeking priests, supported by sapient magistrates. Others, forgetting that human protests, however loud or well-intentioned, have little effect on the shaking of the heavens and do nothing to stop the shaking, asserted with strident rejoinder that the heavens have not been shaken, and denounced as heretics and revolutionaries those who maintain that they have been. Others, again, though by no means a large company, remembered that Christ has predicted the shaking of the powers that are in the heavens as one of the signs of the coming of the Son of Man, and that he has bidden His disciples not to be terrified or undaunted in the face of such a crisis, but to lift up their heads in the hope and expectation of coming triumph. These last have striven to understand the significance of the shaking and feel that the whole future influence of the Church for good depends on the removal of the things that are shaken, and the present situation is this: the things that have been shaken are so severely that they have been shaken out of the hearts and minds of modern, educated Englishmen—still remain in our Church's formularies, in our Prayer-book, in our hymn books, and also, owing to their training, in the minds of many of our clergy."

We saw the result, continued Mr. Major, unmistakably in the emptiness of our Churches, the decline in the number of baptisms and confirmations, the decline in the number of children in our Sunday schools. We were startled some years ago by the religious census taken in London, but it was unquestionable that there was a similar census taken to-day the figures would be far more sensational. And if we looked at the people who remained in our churches, they did not as a whole represent the more intelligent and vital elements in our community. Another result was the serious decline in the numbers of ordinands, for which the fundamental reason was: the Church by her failure to remove the things that are shaken was unfortunately giving no impression to young men such as was found in the student Christian movement, and, he believed, equally in the upper forms of our public schools, that she is hopelessly out of date and unpleasantly indifferent to the claims of truth and reality. Those who did not know that things were shaken and could in consequence live in a fool's paradise or paddle little boats in ecclesiastical backwaters might take holy orders, and some, he was sure, sought ordination knowing precisely what the situation was, and did so only in the hope that they might assist in the removal of the things that were shaken.

It was common knowledge, said Mr. Major, that missionary progress in India was at a standstill among the educated classes of that land. Nor was that surprising. One who had held an influential position in the educational world of the East had said that Christianity seemed to educated Indians to be "a twilight religion."

The momentous question at this time," concluded the preacher, "on the answer to which I believe the fate of the English Church, and, as I think, also the fate of the English nation depends, is this: Are the great mass of the educated English laity, through disgust, through sloth, through indifference, through moral cowardice, through unwillingness to sacrifice some of the energy and money which they devote to sport and politics, going to allow the English Church to become so burdened with the impediment of the past that she must become an ineffective obscurantist sect; or will they strive, by wise organization and self-sacrificing service to the Church, to redeem it for the English nation and the Kingdom of God throughout the world? If they will so strive to redeem the Church, their work will most certainly redeem them."

Punch says: "It is rumoured that a firm of publishers in order to fill a gap in journalism, which at present caters so largely for the pictorial amusement of infants and the insurance of grown-ups, has decided to start a paper that shall be devoted to news and topical comments. It is proposed to call it a newspaper. This daring enterprise will be closely watched."



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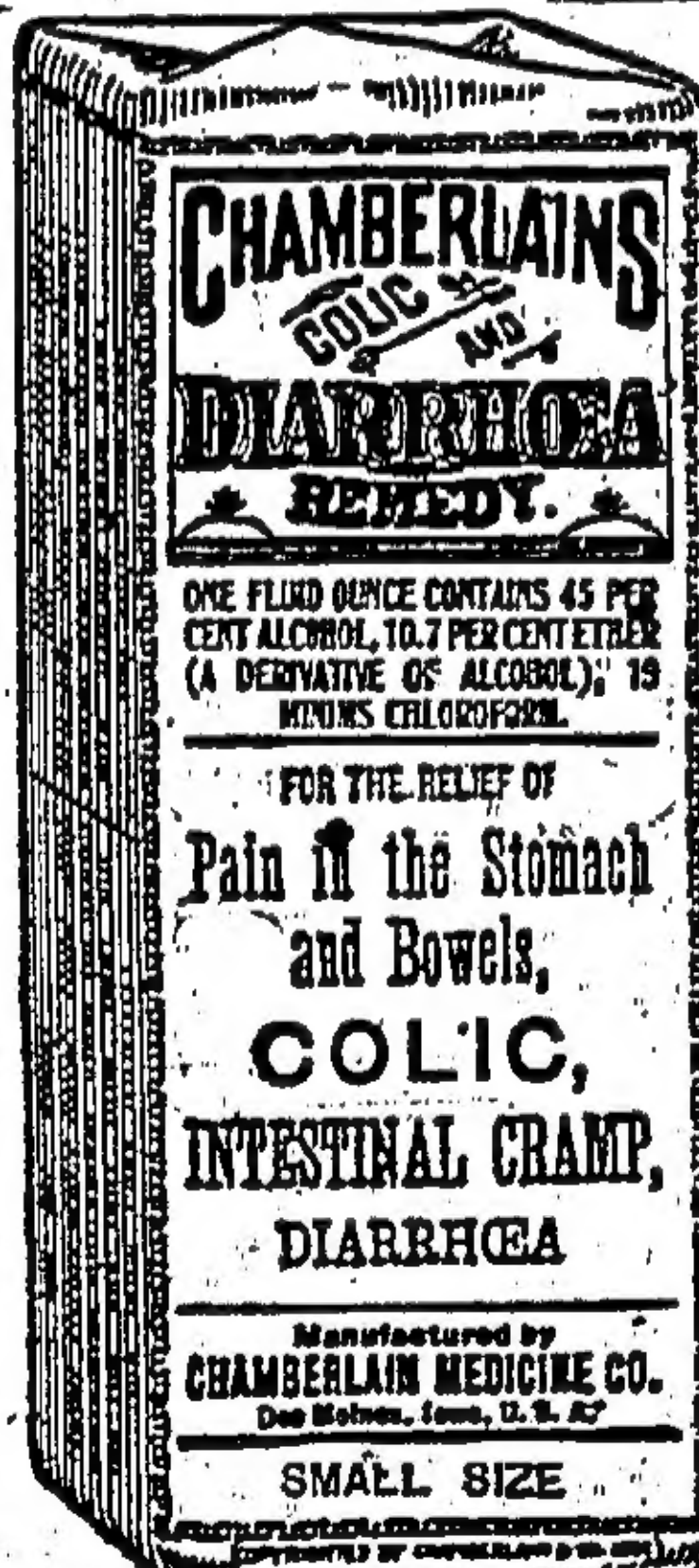
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INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED

SAILINGS, SUBJECT TO ALTERATION

SHANGHAI
HAIPHONG via HOIHOW — "WAISHING" Wed. 1st Mar. 8 Light
BANGKOK — "LOHANG" Wed. 1st Mar. 10 A.M.
SANDAKAN — "CHUSANG" Wed. 1st Mar. 10 A.M.
SANDAKAN — "MAUSANG" Wed. 1st Mar. Noon
STRAITS & CALCUTTA — "FOOKSANG" Wed. 1st Mar. 3 P.M.
MANILA — "YUENSANG" Wed. 1st Mar. 3 P.M.
CALCUTTA LINE — This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.
SHANGHAI LINE — Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Northern and Yangtze Ports via Shanghai.
MANILA LINE — A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.
HAIPHONG LINE — Sailings approximately weekly for passengers and cargo, calling at Haiphong when inducement offers.
BOKNEO LINE — fortnightly sailings to and from Sandakan by two 3,000 ton steamers, "HINSANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dato.
TIENTSIN LINE — A regular service is run from March to November between Hongkong and Tientsin, sailing at Wednesdays and Saturdays.
BANGKOK LINE — A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

S.S. "FOOKSANG" will be despatched on or about
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M.V. "GLENARIFFE"	2nd Mar.
M.V. "GLENOGLE"	17th Mar.

Vessel	Leaves Hongkong	Discharge
S.S. "GLENVINE"	25th Feb.	Genoa, Marseilles, London & Hamburg
M.V. "GLENADE"	10th Mar.	Genoa, London, Hamburg & Antwerp
M.V. "GLENAMOIY"	24th Mar.	London, Rotterdam & Antwerp
M.V. "GLENARA"	2nd Apr.	Genoa, London, Rotterdam & Hamburg
M.V. "GLENARIFFE"	18th Apr.	do.

Movements are subject to change without notice.

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ON SALE

BOUND VOLUMES of the HONGKONG
WEEKLY PRESS, January to June
1921.

With Index, Price \$7.50.

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SHIPPING NEWS

ARRIVALS.

February 23rd.

Empress of Japan, British str., 3,030 tons, Capt. W. Dixon, Hoperuff, from Shanghai, via ballast.—C.P.O.S.
Dacre Castle, British str., 3,977 tons, Capt. J. A. Kelly, from Amoy, with a general cargo.—Dodwell & Co.
Juno, Dutch str., 1,385 tons, Capt. H. K. De Yonge Abulach, from Haiphong, with benzine.—Asiatic Petroleum Co.

CLEARANCES.

February 24th.

Thyngs, Maru No. 2, for Keelung.
Empress of Japan, for Shanghai.
Glymont, for Saigon.
Hosni Maru, for Hoehow.
Korea Maru, for Shanghai.
Pasat, for Bangkok.
Takada, for Amoy.
Tsuruga Maru, for Singapore.
Kamihari Maru, for Canton.

SHIPPING MOVEMENTS.

The E. & A. s.s. *St. Albans* arrived at Sydney on February 23rd.

The B.I. s.s. *Gregory* left Calcutta on February 22nd, and is expected to arrive at Hongkong on or about March 9th.

The P. & O. s.s. *Sivola* is expected to leave Bombay about February 28th, and will be due to arrive at Hongkong about March 17th.

VESSELS EXPECTED.

Uchieshi (Blue Funnel), due March 14th.
Alaska Maru (N.Y.K.), due March 1st.
Bolton Castle (Dodwell-Castle line), due beginning of March.
Devenish (P. & O.), due Feb. 26th, about 8 a.m.
Hakone Maru (N.Y.K.), due March 30th.
Haruna Maru (N.Y.K.), due March 2nd.
Kajima (P. & O.), due March 25th.
Redford Castle (Dodwell-Castle line), due early in April.
Senior (Blue Funnel), due March 6th.
Wito Maru (N.Y.K.), due March 30th.
Woeana (P. & O.), due March 11th.
Peleus (Blue Funnel), due February 25th.
Rathan (Dodwell & Co.), due beginning of March.
Rhetus (Blue Funnel), due March 14th.
Shingo Maru (T.K.K.), due Feb. 27th.

CHURCH SERVICES.

Union Church, (Kennedy Road)—Sunday Service, 26th February: Morning Service at 11. Evening Service at 6.
 Preacher: Rev. J. Kirk Macdonald.
 Christian Endeavour Meeting and Social Hour on Friday Evening at 8.30.

First Church of Christ Scientist, Macdonald Road. Sunday, 11.15 a.m. Wednesday, 3.45 p.m.

WEATHER REPORT.

February 24th at 11.11.—Pressure has increased considerably at Vladivostok and decreased considerably from Shanghai to Weihaiwei, a depression having formed over the lower Yangtze Valley. There is also a depression over N. Annam.

The Mongolian anticyclone has moved rapidly eastward.

Hongkong Rainfall for the 24 hours ending at 10 a.m. today, 0.05 inch. Total since January 1st, 7.62 inches, against an average of 2.83 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Forecast: N.E. or variable winds, moderate; fair.
 Hongkong to Gap Rock — The same as above.
 Formosa Channel — The same as above.
 South coast of China between Hongkong and Loochoo — No. 1.
 South coast of China between Hongkong and Hainan — No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, February 24th.

	Previous Day at 2 p.m.	On Date at 2 p.m.	On Date at 5 p.m.
Barometer	29.87	29.84	29.81
Temperature	63	64	63
Humidity	91	100	92
Wind Direction	E	E	E
Force	3	3	4
Weather	cloud	of	0.00
Rain	0.09	0.00	0.00
Highest open-air Temperature on 23rd	64		
Lowest open-air Temperature on 24th	61		

HONGKONG TIDE TABLE.

From 25th to 2nd February, 1922.

	High Water	Low Water
Days of Week or Month	Time	Time
Satur.	25 m 9 41	4 6
Sun.	25 m 10 17	4 7
Mon.	27 m 10 29	4 6
Tues.	28 m 10 38	4 4
Wed.	1 m 11 11	4 2
Thurs.	2 m 11 28	4 2
Fri.	3 m 0 04	4 4

NOTICES TO CONSIGNEES

THE BEST LINE STEAMERS LIMITED

S/S "BENBROOK"
 From LEITH, ANTWERP, MIDDLESBRO', LONDON and STRAITS.

CONSIGNEES of cargo per the above-mentioned steamer are hereby notified that owing to the existing strike conditions cargo for Hongkong is being carried on to Shanghai where it will be landed and whence it will be returned to Hongkong when conditions at this port permit.

Consignees are accordingly recommended to make the necessary arrangements as regards Insurance etc.

GIBB, LIVINGSTON & CO. LTD.

Hongkong, 20th February, 1922. [460]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA AND STRAITS.

CONSIGNEES of cargo for Hongkong per s.s. "LAISANG"

are hereby notified that owing to the strike of Cargo and Wharf coolies, cargo for Hongkong will be carried on to Shanghai and landed at Koba. Consignees are therefore recommended to make the necessary arrangements respecting insurance etc. accordingly. The cargo will be returned to Hongkong immediately conditions at this port become normal.

JARDINE, MATHESON & Co., Ltd.
 General Managers.
 Hongkong, 20th February, 1922. 462

NOTICE TO CONSIGNEES.

SERVICE CONTRACTS DES MESSAGERIES MARITIMES.

CONSIGNEES of cargo for Hongkong per s.s. "ANDRE LEBON" are hereby notified that owing to the Strike of Cargo and Wharf Coolies, Cargo for Hongkong will be carried on to Shanghai and landed at Koba. Consignees are therefore recommended to make the necessary arrangements respecting insurance etc. accordingly.

R. RODENFUSER,
 Acting Agent.
 Hongkong, 20th February, 1922. 464

"GLEN" LINE LIMITED.

NOTICE TO CONSIGNEES

M V. "GLENARA" FROM UNITED KINGDOM AND CONTINENT.

Owing to the Strike of SEAMEN, Consignees are hereby notified that Hongkong Cargo will be carried on to Shanghai and landed there. Consignees are therefore recommended to make the necessary arrangements respecting insurance etc. accordingly. The cargo will be returned to Hongkong immediately conditions at this port become normal.

JARDINE, MATHESON & Co., Ltd.
 Agents.
 Hongkong, 20th February, 1922. 463

NOTICE TO CONSIGNEES

S.S. "TIRIKI".

CONSIGNEES of cargo for Hongkong from Netherlands India are hereby notified that, owing to the strike of Cargo and Wharf Coolies, all cargo for Hongkong will be carried on to Northern ports and will be returned to Hongkong as soon as conditions at this port become normal. Consignees are therefore recommended to make their own arrangements as regards insurance, etc.

JAVA-CHINA-JAPAN LYN.
 Hongkong, 21st February, 1922. [471]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LTD.
 AND
 CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES of cargo for Hongkong per s.s. "PELUS" are hereby notified that owing to the present state of affairs in Hongkong due to strike of seamen, etc. cargo for Hongkong will be landed at Singapore and consignees are recommended to make necessary arrangements as to insurance etc. accordingly. The cargo will be brought back to Hongkong immediately conditions at this port become normal.

BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 22nd February, 1922. [473]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
 AND
 CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES of Cargo for Hongkong per s.s. "AJAX" are hereby notified that owing to the present state of affairs in Hongkong due to strike of seamen, etc. cargo for Hongkong will be landed at Singapore and consignees are recommended to make necessary arrangements as to insurance etc. accordingly. The cargo will be brought back to Hongkong immediately conditions at this port become normal.

BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, February 22nd, 1922. [470]

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo for Hongkong per s.s. "CITY OF SIMLA" are hereby notified that owing to the present state of affairs in Hongkong due to strike of seamen, etc. cargo for Hongkong will be landed at Singapore and consignees are recommended to make necessary arrangements as to insurance etc. accordingly. The cargo will be brought back to Hongkong immediately conditions at this port become normal.

BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, February 22nd, 1922. [470]

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BUTTERFIELD & SWIRE,
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BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, February 22nd, 1922. [470]

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Empress Russia	Apr. 20 May 8	Empress France	May 18 May 23
Empress Asia	May 18 June 5	Empress France	June 13 June 20
Empress Canada	June 1 June 19	Empress Scotland	June 27 July 4
Empress Russia	June 15 July 3	Empress France	July 11 July 18
Empress Asia	July 18 July 31	Empress France	Aug. 8 Aug. 15
Empress Canada	July 27 Aug. 14	Empress Scotland	Aug. 22 Aug. 29
Empress Russia	Aug. 10 Aug. 23	Empress France	Sept. 6 Sept. 12
Empress Australia	Aug. 24 Sept. 11	Empress Scotland	Sept. 19 Sept. 26

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Harve Naples & Genoa. Allotment of Cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

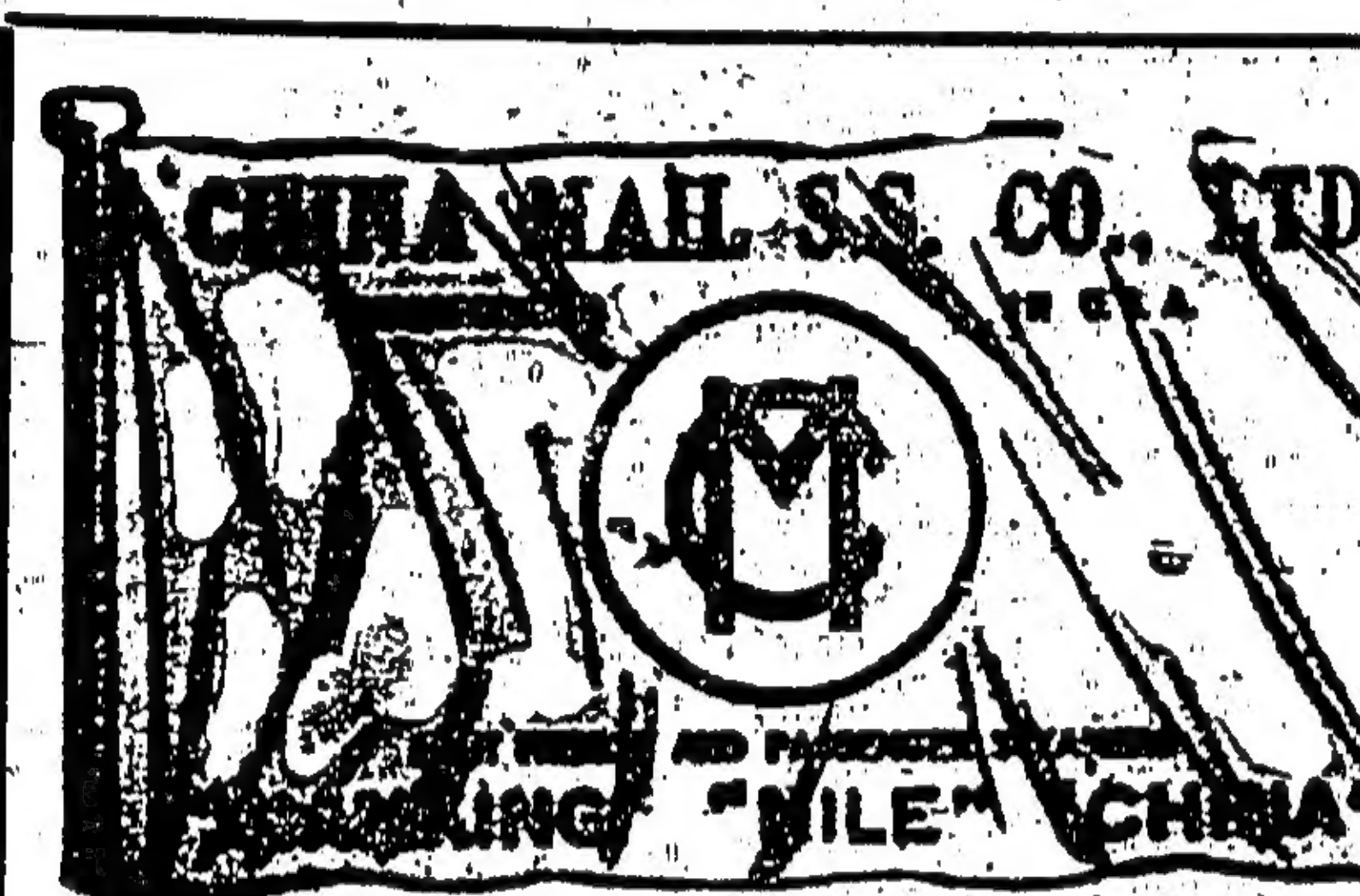
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27th February. 15th March

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N. Y. K.

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KASHIMA MARU (Nagasaki direct) ... Friday, 24th Mar., at 11 a.m.

(To be transhipped at Kobe into IYO MARU)

SUWA MARU ... Friday, 7th Apr., at 11 a.m.

(To be transhipped at Kobe into SHIDZUKA MARU)

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

HARUNA MARU ... Friday, 3rd Mar., at 11 a.m.

KAMO MARU ... Friday, 17th Mar., at 11 a.m.

HAMBURG, via LONDON & ROTTERDAM

LEON MARU ... Wednesday, 1st Mar.

LIVERPOOL via MARSEILLES.

TATSUMI MARU ... Monday, 13th Mar.

SYDNEY & MELBOURNE via Manila, &c.

TANGO MARU ... Tuesday, 21st Mar., at 11 a.m.

NIKKO MARU ... Tuesday, 18th Apr., at 11 a.m.

NEW YORK, via PANAMA & CUBAN PORTS.

MAYABASHI MARU ... End of Mar.

NEW YORK via Suez.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via CAPA

KANAGAWA MARU ... End of Mar.

BOMBAY via Singapore, Penang and Colombo.

TSUBUGA MARU ... Saturday, 25th Feb.

CALCUTTA via Singapore, Penang & Rangoon.

NAGASAKI, KOBE & YOKOHAMA.

NIKKO MARU ... Friday, 17th Mar., at 11 a.m.

BANGHAI, KOBE & YOKOHAMA.

TAMBA MARU ... Tuesday, 28th Feb.

ATSUTA MARU ... Thursday, 2nd Mar., at 11 a.m.

For further information apply to— NIPPON YUSEN KAISHA

Telephone Nos. 223 & 223. K. H. KAMEI, Manager

WAYGOOD-OTIS LIFTS

For particulars and quotations apply to

The Sole Agents—DODWELL & CO., LTD.

MACHINERY DEPARTMENT.

TELEPHONE 1030.

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON
 for NEW YORK & BOSTON via Suez

s.s. "DACRE CASTLE" ... sailing on or about 1st of Mar.
 s.s. "BOLTON CASTLE" ... sailing middle of Mar.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT,
 BLACK SEA & DANUBE PORTS.

PIUMI having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

s.s. "MERANO" ... sailing on or about 15th Mar.

FOR BRINDISI, VENICE & TRIESTE

s.s. "TRACIA" ... sailing end of Mar.
 s.s. "MERANO" ... sailing on for about 1st Apr.
 Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

Sailing from Colombo to South African Ports—
 SOUTH AFRICAN PORTS from CALCUTTA & COLOMBO.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Agents.

YAMASHITA KISEN KAISHA

(THE YAMASHITA S.S. Co., Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

KEELUNG, HONGKONG & HAIPHONG.

Sailing from Hongkong

FOR HAIPHONG via Hoehow & Pakhoi

FOR KEELUNG via Swatow & Amoy

For further particulars, please apply to—

S. MITARAI,
 Branch Office,
 No. 57, Nathan Street, West
 Tel. No. 155.
 Top Floor, King's Building
 Tel. No. 140.

KONINKLYKE PAKETVAART

MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STEAMSHIP

"VAN CLOON"

will be despatched to

SINGAPORE & BELAWAN-DELI, Direct.

27th February.

This vessel offers excellent cabin accommodation for saloon passengers

Single and double cabins

Wireless Telegraphy

For Freight and passage apply to—

JAVA-CHINA-JAPAN-LYN.

T. L. J. Hone No. 1574.

Agents.

AMERICAN & ORIENTAL LINES

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.Cargo carried on through Bills of Lading from HONGKONG to BEIRA
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH
& CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.
Managing Agents.

ELLERMAN LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.

FREIGHT & PASSENGER SERVICE

OUTWARDS.

"CITY OF CALCUTTA" ... 20th March Shanghai Kobe & Yokohama.

HOMEWARDS.

"CITY OF BOMBAY" ... 24th March Marseilles London, Rotterdam & Hamburg
"CITY OF CALCUTTA" ... 26th April do.

Subject to change without notice.

For particulars of freight and passage rates apply to—

THE BANK LINE, LTD.

Reiss & Co., CANTON.

General Agents.

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NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

JORDAN S.S. CO., LTD., and CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

ELLERMAN & BUCKNALL CO., LTD.

Sailings from Hongkong.

"NINGCHOW" ... via Suez Canal ... 2nd Mar.
"KARINGA" ... via Suez Canal ... 10th Mar.
"KARINGA" ... via Suez Canal ... 20th Mar.Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG
HONGKONG AND CANTON REISS & CO., CANTON.

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MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT
DESTINATIONS. STEAMER & DISPLACEMENT. SAILING DATES.SHANGHAI, KOBE & YOKOHAMA ... "AMBOISE" ... 15,000 ... On or about 7th Mar.
MARSEILLES, via HAI-PHONG, SAIGON, SINGAPORE, PEN-ANG, COLOMBO, DIEPOT, SUEZ & PORT SAID ... "ARMAND BEHIC" ... 10,000 ... On or about 6th Mar.
"ANDRE LEBON" ... 25,000 ... On or about 21st Mar.

COMMERCIAL LINE

SHANGHAI & NORTH-ERN PORTS OF CHINA ... "MEINAM" ... 15,000 ... End of February.

"CHEF MECANICIEN MAILHOL" ... 15,000 ... End of March.
ALSO REGULAR SERVICE TO BORDEAUX, HAVRE, DUNKERK, & ANTWERP.

For further particulars, etc. apply to

CONSIGNATION—TRANSIT—REPRESENTATION.

Telephone 740.

H. BODEFFUSSE,
Acting Agent,
Queen's Building.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, and Excellent Cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

Arrive and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LARPAIK & CO.
General Manager.P. & O., British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, India, Persian Gulf, West Indies, Mauritius, East & South Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Europe, Europe, Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"KASHGAR"	8,840	1st Mar.	Marseilles, London & Antwerp
"DUNERA"	8,400	3rd Mar.	Singapore Colombo Bombay
"KHIVA"	8,017	15th Mar.	Marseilles, London & Antwerp
"DEVANHA"	8,063	29th Mar.	do
"SICILIA"	6,700	31st Mar.	Singapore, Colombo & Bombay
"NOVARA"	6,850	12th Apr.	Marseilles, London & Antwerp
"KALYAN"	8,987	26th Apr.	do
"FLASSY"	7,348	10th May	do
"SICILIA"	6,700	13th May	Singapore Colombo Bombay, Marseilles, London & Antwerp
"DONGOLA"	8,400	24th May	do
"KHIVER"	8,000	7th June	Singapore, Colombo & Bombay
"SOUDAN"	8,418	19th June	Marseilles, London & Antwerp
"KASHMIR"	9,000	21st June	do
"KARMALA"	9,000	5th July	do

BRITISH INDIA - APCAR SAILINGS

"JANUS" ... 5,000 ... 23rd Feb. 9 a.m. ... Singapore, Penang & Rangoon (with Transshipment at Singapore) and Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

Mandla, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"DEVANHA" ... 8,100 ... 27th Feb. 10 a.m. ... Shanghai, Moji & Kobe
"SICILIA" ... 6,700 ... 28th Feb. ... Shanghai only.Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the carrying steamer.
All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

First Saloon Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Ticket to Singapore or Calcutta.
All Cabins are fitted with Electric Fans free of charge.
Parcels Measuring not more than 2 1/2 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG.
Agents.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore and Pen. Mail."ALTAI MARU" ... Monday, 10th Apr.
BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SINGAPORE, PASSENGER SERVICE
"PANAMA MARU" ... Tuesday, 28th Feb.BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE
"INDUS MARU" ... Tuesday, 28th Feb.
"SAIGON MARU" ... Saturday, 4th Mar.DELI & BANGKOK via RAISON & SINGAPORE
"BUBHO MARU" (also Passenger) ... Friday, 3rd Mar.
CALCUTTA—Penang & Rangoon via Singapore, Penang & Rangoon.
"INDO MARU" ... Wednesday, 1st Mar.
"YAKING MARU" ... Saturday, 4th Mar.VICTORIA, VANCOUVER, SEATTLE & TACOMA
via Alameda and Seattle—Taking cargo to OVERLAND POINTS U.S.A. & CANADA
"AFRICA MARU" (taking Passengers) ... Tuesday, 28th Feb.
"HAWAII MARU" ... do ... Saturday, 4th Mar.NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Colon Ports.
"HAYRE MARU" ... Sunday, 12th Mar.NEW ORLEANS LINE via SUEZ
"HAMBURG MARU" ... Friday, 10th Mar.
JAPAN PORTS—Kobe & Yokohama via Shanghai"ALASKA MARU" ... Sunday, 26th Feb.
KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers.
"AMAKUSA MARU" ... Sunday, 26th Feb.
TAKAO via SWATOW & AMOY
"SOBU MARU" ... Thursday, 9th Mar.
Tel. Nos. 144 & 748 Y. YASUDA, Manager.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS
Steamer Sidney & Melbourne via Port Lev. Hongkong for Australia

CHANGSHA ... About 28th Feb.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australia, New Zealand & Thermantel Ports. Freight and passage apply to— BUTTERFIELD & SWIRE Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.SAILINGS SUBJECT TO ALTERATIONS
For Steamer To Sail
TIENTSIN, WUHAN, CHANGCHOW & TIENTSIN ... "HUICHOW" ... On 27th Feb.
MARILLA, CEBU & ILOILO ... "TAMING" ... On 27th Feb.SHANGHAI ... "HUICHOW" ... On 27th Feb.
SHANGHAI ... "CHINHUA" ... On 27th Feb.

SHANGHAI ... "FENGTIEN" ... On 2nd Mar.

These dates cannot be relied on.

SHANGHAI LINE—PASSENGER, MAILS and CARGO.
Excellent Saloon accommodation, amplitudes, Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.BANGKOK LINE—Weekly service to and from Bangkok via Swatow.
For Freight or Passage apply to— BUTTERFIELD & SWIRE, Agents.

Telephone 10, BUTTERFIELD & SWIRE, Agents.

T. K. K.
TOYO KISEN KAISHAHONGKONG TO SAN FRANCISCO
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU."THE PATHWAY OF THE SUN"
STEAMERS TONS LEAVE HONGKONG
KOREA MARU ... 12,000 ... Feb. 25th
SHINYO MARU ... 12,000 (call at Keelung) ... Mar. 8th
PERBIA MARU ... 10,000 (call at Dairen & omit Shanghai) ... Mar. 31st
TAIYO MARU ... 10,000 (Calling at Keelung) ... Apr. 4th
SIBERIA MARU ... 10,000 ... Apr. 24th
TENYO MARU ... 10,000 ... May 1st

Calling at Dairen.

SOUTH AMERICAN LINE
HONGKONG TO VALPARAISOVIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.
Services by TRANS-ANDALAN ROUTE (via Buenos Aires).STEAMERS TONS LEAVE HONGKONG
GINYO MARU ... 12,000 ... Mar. 1st
ANYO MARU ... 12,500 ... Mar. 31st
SHIYO MARU ... 14,000 ... May 12thFor full information regarding passenger, freight and sailing, apply to—
Y. TSUTSUMI, MANAGER,
King's Building, Tel. Nos. 274 & 70.

Agents at Canton: Messrs. T. B. GRIFFITH, LTD.

PACIFIC MAIL S.S. CO.

MANAGING AGENT, U.S. SHIPPING BOARD
EMERGENCY FLEET CORPORATION.TRANS-PACIFIC SERVICE
Freight and Passengers
AMERICAN STEAMERS
SAN FRANCISCO via SHANGHAI, KOREA, YOKOHAMA and HONOLULUS.S. "EMPIRE STATE" ... LEAVE HONGKONG ... APRIL 1st
S.S. "HOOSIER STATE" ... Apr. 11th ... Apr. 7th
S.S. "GOLDEN STATE" ... May 2nd ... May 4th
May 15th.SHANGHAI-CALCUTTA SERVICE
Freight OnlyCALCUTTA via SINGAPORE, PENANG and RANGOON.
TAMPA INTER-OCEAN S.S. CO.Freight only.
Monthly Sailings.
HONGKONG, HONOLULU, GALVESTON, NEW ORLEANS, MOBILE, HAVANA, MATANZAS, BALTIMORE, NORFOLK, PHILADELPHIA, NEW YORK, BOSTON.S.S. "WEST IRA" ... May 1st
S.S. "HANOVER" ... June 1stFor full information regarding rates, space, etc., apply to—
PACIFIC MAIL S.S. CO.
Managing Agent, U.S. Shipping Board Emergency Fleet Corporation.
Cable Address: "SOLANO" Union Building, Hongkong.
Telephone 141.

NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)
REGULAR FREIGHT & PASSENGER SERVICE
BETWEEN

JAPAN, HONGKONG & JAVA.

For BATAVIA, SAMARANG, and SOURABAYA

"CHERIBON MARU" ... sailing on or about 5th Mar.
"MACASSAR MARU" ... sailing on or about 25th Mar.

For MOJI, KOBE and YOKOHAMA

"SAMARANG MARU" ... sailing on or about 6th Mar.
"BORNEO MARU" ... sailing on or about 27th Mar.For further particulars please apply to—
K. SUZUKI, Manager,
2nd Floor, Prince Building,
Telephone 2406

PRINCE LINE FAR EAST SERVICE

Regular sailings to Boston and/or New York by fast freight steamers.

BOSTON
and
NEW YORKS.S. "CELTIC PRINCE" ... (via Suez) Early Mar.
For Freight and full particulars apply to—
FURNESS (FAR EAST) LIMITED,
(Incorporated in Great Britain)
St. George's Building.Telephone 2148,
Telegram (Furness)

POST OFFICE NOTICE.

Owing to the trouble experienced in the province of Kwangsi the acceptance of insured parcels to all places in Kwangsi with the exception of Wanning is temporarily suspended. Ordinary parcels will still be accepted for all places in Kwangsi at sender's risk.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

FROM	PER	DATE
CANADA, U.S.A., JAPAN and MANILA... Europe via Suez (Letters & Papers) London 26th Jan. and Parcel Mail 18th Jan.	Express Dumoulin	25th inst. 26th inst.
SEAHORAI Straits JAPAN and SHANGHAI	Seochow Atrua Maru Hiruma Maru	27th inst. 1st March 2nd March

OUTWARD MAILS.

FOR	PER	DATE
Shanghai, N. China, Foochow via Shanghai, Japan, Honolulu Canada, U.S.A., Central and South America and EUROPE via SAN FRANCISCO Canton, Kanton, San-shai & Wanchow Macao Swatow, Amoy, and Keelung Shanghai, North China and Japan Philippine Islands Straits, Bangkok, Ceylon, Mauritius, La Marques, Santa Lucia, India via Dumoulin Maru, Aden, Egypt and EUROPE via MANCHESTER The parcel mail will be closed on Tues- day the 28th Feb. at 8 p.m. Japan, Honolulu and San Francisco Straits, Bangkok, Ceylon, Mauritius, La Marques, Santa Lucia, India via Dumoulin Maru, Aden, Egypt and EUROPE via MANCHESTER	Korea Ma By Train Amoy Maru Dumoulin Maru Straits Maru Kashgar Ginjo Maru Hiruma Maru	Saturday, 25th Registration ... 9.45 A.M. Letters ... 10.30 A.M. Today, 26th Feb. & 27th Feb. 10-day ... 28th ... 9.00 A.M. Sunday, 27th ... 8.30 A.M. Monday, 28th ... 8.00 P.M. Wednesday, 1st March Registration ... 8.45 A.M. Letters ... 9.30 A.M. MARCH Wednesday, 1st, 11.00 A.M. MARCH Friday, 3rd Registration ... 8.45 A.M. Letters ... 9.30 A.M.

*Correspondence bearing vessel's name only.

STRUTHERS & BARRY

Managing Agents—United States Shipping Board.

EXPRESS FREIGHT SERVICE TO
LOS ANGELES & SAN FRANCISCO via MANILA

"West Chopaka" ... In Port ... Leave Hongkong 26th Feb.
* Cargo accepted for transshipment at San Francisco to weekly sailings for Atlantic
Seaboard Ports. Through Bill of Lading issued to U.S. and Canadian Overland Points.
For Full Information Apply To

STRUTHERS & BARRY
1st Floor, Powell's Building,
12 Des Voeux Road, Central.
G. P. Bradford, Res. Agent.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND
PASSENGER SERVICES

LONDON SERVICE

"PYRRHUS" 7th MAR. London, Amsterdam & Antwerp
"GLAUCUS" 15th MAR. London, Rotterdam & Hamburg
"MENTOR" 21st MAR. London, Amsterdam & Antwerp

LIVERPOOL SERVICE

(DIRECT OR VIA CONTINENTAL PORTS).
"EUMAEUS" 4th MAR. Marseilles Harve & Liverpool
"TELEMACHUS" 20th MAR. Genoa, Marseilles and Liverpool

PACIFIC SERVICE
(VIA KOREA AND YOKOHAMA).

"TALITHYBIUS" 14th MAR. Victoria, Seattle & Vancouver.

NEW YORK SERVICE

(VIA SUEZ OR PANAMA).
"AJAX" 10th MAR. via Suez Canal
"KABINGA" 20th MAR. via Suez Canal

PASSENGER SERVICE

"MENTOR" 7th MAR. for Shanghai
"PYRRHUS" 7th MAR. for Singapore & London.
"MENTOR" 21st MAR. for Singapore & London.
FOR FINE GET, PASSAGE RATES AND ALL INFORMATION APPLY TO
BUTTERFIELD & SWIRE AGENTS.

FOR SALE
HARbutt's PLASTICINE

"The Child's Delight"

PLAY WAX

For Clean and Easy

Play-Models.

THE NOVLART

Dry Stencil Pictures.

GRAFA & CO

Dealers in Postage Stamps, Pictorial Post

Cards, Garden, Seeds, &c.

No. 10, WYNDHAM STREET,

HONGKONG

P. O. Box 620

COMMERCIAL

OPENING QUOTATIONS

24th February, 1923.

On LONDON— Telegraphic Transfer ... 2/5 Bank Bills, on demand ... 2/5 Bank Bills, at 30 days sight ... 2/5 Bank Bills, at 60 days sight ... 2/5 Bank Bills, at 90 days sight ... 2/5 Bank Bills, at 120 days sight ... 2/5 Bank Bills, at 150 days sight ... 2/5 Bank Bills, at 180 days sight ... 2/5 Bank Bills, at 210 days sight ... 2/5 Bank Bills, at 240 days sight ... 2/5 Bank Bills, at 270 days sight ... 2/5 Bank Bills, at 300 days sight ... 2/5 Bank Bills, at 330 days sight ... 2/5 Bank Bills, at 360 days sight ... 2/5 Bank Bills, at 390 days sight ... 2/5 Bank Bills, at 420 days sight ... 2/5 Bank Bills, at 450 days sight ... 2/5 Bank Bills, at 480 days sight ... 2/5 Bank Bills, at 510 days sight ... 2/5 Bank Bills, at 540 days sight ... 2/5 Bank Bills, at 570 days sight ... 2/5 Bank Bills, at 600 days sight ... 2/5 Bank Bills, at 630 days sight ... 2/5 Bank Bills, at 660 days sight ... 2/5 Bank Bills, at 690 days sight ... 2/5 Bank Bills, at 720 days sight ... 2/5 Bank Bills, at 750 days sight ... 2/5 Bank Bills, at 780 days sight ... 2/5 Bank Bills, at 810 days sight ... 2/5 Bank Bills, at 840 days sight ... 2/5 Bank Bills, at 870 days sight ... 2/5 Bank Bills, at 900 days sight ... 2/5 Bank Bills, at 930 days sight ... 2/5 Bank Bills, at 960 days sight ... 2/5 Bank Bills, at 990 days sight ... 2/5 Bank Bills, at 1020 days sight ... 2/5 Bank Bills, at 1050 days sight ... 2/5 Bank Bills, at 1080 days sight ... 2/5 Bank Bills, at 1110 days sight ... 2/5 Bank Bills, at 1140 days sight ... 2/5 Bank Bills, at 1170 days sight ... 2/5 Bank Bills, at 1200 days sight ... 2/5 Bank Bills, at 1230 days sight ... 2/5 Bank Bills, at 1260 days sight ... 2/5 Bank Bills, at 1290 days sight ... 2/5 Bank Bills, at 1320 days sight ... 2/5 Bank Bills, at 1350 days sight ... 2/5 Bank Bills, at 1380 days sight ... 2/5 Bank Bills, at 1410 days sight ... 2/5 Bank Bills, at 1440 days sight ... 2/5 Bank Bills, at 1470 days sight ... 2/5 Bank Bills, at 1500 days sight ... 2/5 Bank Bills, at 1530 days sight ... 2/5 Bank Bills, at 1560 days sight ... 2/5 Bank Bills, at 1590 days sight ... 2/5 Bank Bills, at 1620 days sight ... 2/5 Bank Bills, at 1650 days sight ... 2/5 Bank Bills, at 1680 days sight ... 2/5 Bank Bills, at 1710 days sight ... 2/5 Bank Bills, at 1740 days sight ... 2/5 Bank Bills, at 1770 days sight ... 2/5 Bank Bills, at 1800 days sight ... 2/5 Bank Bills, at 1830 days sight ... 2/5 Bank Bills, at 1860 days sight ... 2/5 Bank Bills, at 1890 days sight ... 2/5 Bank Bills, at 1920 days sight ... 2/5 Bank Bills, at 1950 days sight ... 2/5 Bank Bills, at 1980 days sight ... 2/5 Bank Bills, at 2010 days sight ... 2/5 Bank Bills, at 2040 days sight ... 2/5 Bank Bills, at 2070 days sight ... 2/5 Bank Bills, at 2100 days sight ... 2/5 Bank Bills, at 2130 days sight ... 2/5 Bank Bills, at 2160 days sight ... 2/5 Bank Bills, at 2190 days sight ... 2/5 Bank Bills, at 2220 days sight ... 2/5 Bank Bills, at 2250 days sight ... 2/5 Bank Bills, at 2280 days sight ... 2/5 Bank Bills, at 2310 days sight ... 2/5 Bank Bills, at 2340 days sight ... 2/5 Bank Bills, at 2370 days sight ... 2/5 Bank Bills, at 2400 days sight ... 2/5 Bank Bills, at 2430 days sight ... 2/5 Bank Bills, at 2460 days sight ... 2/5 Bank Bills, at 2490 days sight ... 2/5 Bank Bills, at 2520 days sight ... 2/5 Bank Bills, at 2550 days sight ... 2/5 Bank Bills, at 2580 days sight ... 2/5 Bank Bills, at 2610 days sight ... 2/5 Bank Bills, at 2640 days sight ... 2/5 Bank Bills, at 2670 days sight ... 2/5 Bank Bills, at 2700 days sight ... 2/5 Bank Bills, at 2730 days sight ... 2/5 Bank Bills, at 2760 days sight ... 2/5 Bank Bills, at 2790 days sight ... 2/5 Bank Bills, at 2820 days sight ... 2/5 Bank Bills, at 2850 days sight ... 2/5 Bank Bills, at 2880 days sight ... 2/5 Bank Bills, at 2910 days sight ... 2/5 Bank Bills, at 2940 days sight ... 2/5 Bank Bills, at 2970 days sight ... 2/5 Bank Bills, at 3000 days sight ... 2/5 Bank Bills, at 3030 days sight ... 2/5 Bank Bills, at 3060 days 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